(iii) Ambush Checks, Fortress Checks, Cross Country Checks and Replacement Checks etc. are conducted from time to time.

(iv) Intensive Check Post Scheme has been introduced for effectively controlling the ticketless/irregular travelling as well as ticketing frauds.

Track breach at Warangal

634. SHRI S.M. LALJAN BASHA: Wiil the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a serious track breach occured between Warangal and Hyderabad due to rains recently;

(b) the causes of the track breach at Warangal in the month of July, 2005;

(c) whether Railways have not selected proper routes to ensure that rain water does not impact tracks or local topography;

(d) the steps to be taken to study on what system the Railways should follow to ensure that rain water and flooded rivers do not harm local people; and

(e) what steps will be taken to ensure that adequate number of outlets and drains are built beneath tracks to avoid creating floods by the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Due to heavy rains on 09-07-05, two irrigation tanks on the upstream side of the track failed resulting in breaches of railway track for the length of 150 metres between Ghanapur and Nashkal stations on Secunderabad-Kazipet section.

Two irrigation tanks, namely Rajavaram tank situated about 3.5 km from the Railway track and Chinnapendiyal tank situated at about 0.3 kms on the upstream side had breached as a result of sudden rise in inflow into these tanks, due to breaches of several smaller tanks on upstream sides of these tanks. Consequently, water gushed towards the railway track resulting in water over flowing the railway track causing breaches.

(c) and (d) Railway alignments are selected after careful topographical and route surveys and suitably designed railway bridges are provided along the lines to facilitate the discharge of runoff water from catchment areas and rivers.

The construction of river training works and protection works along river banks to protect local population from flooding is done by the State Governments. A number of Railway Affecting Works like tanks and reservoirs are constructed by the State Government/local authorities subsequently the breach of which may endanger the safety of railway tracks besides affecting the local people. A system of joint inspection of such Railway Affecting Works by Railways and State Government officials is set up and the concerned authorities are advised of measures required to be taken by them in advance.

(e) During laying of railway line adequate number of bridges, culverts, openings etc. are provided along the railway line for efficient discharge of run off water and flood water from one side of track to other side. In due course, if additional openings are also needed same are provided by railway wherever required.

Revenue from advertising

635. SHRI C. PERUMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is ample scope for advertising revenue by letting out air and rail space;

(b) if so, how much money has been generated in the last two years from advertisements;

(c) whether adequate sum has not been generated from advertisements; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Railways has earned approximately Rs. 36.72 crore & Rs. 50.21 crore in 2003-04 and 2004-05 respectively through commercial advertisements on railways.